

8. Are there alternatives to a tug-of-opportunity system? What are the costs/benefits of these alternatives and why are they more cost-effective? What specific resources and funding do they require?

9. If you represent an ocean carrier or towing company that routinely transits the Strait of Juan de Fuca or the Washington coast, do your vessels currently observe the IMO approved area to be avoided (ATBA) off the Washington coast? When your vessels transit along the Washington coast, how far off shore do they routinely transit?

All respondents are requested to please identify their status or affiliation in the marine industry, if any, and please provide the basis upon which costs were calculated.

Dated: March 28, 1996.

J. C. Card,

Rear Admiral, U.S. Coast Guard, Chief, Marine Safety and Environmental Protection Directorate.

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BILLING CODE 4910-14-M

Federal Aviation Administration

Federal Aviation Administration Life Cycle Acquisition Management System

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: This notice announces the availability of FAA's new Acquisition Management System, which is effective April 1. This document contains policy guidance that implements the FY 1996 Transportation Appropriation Bill, signed by President Clinton in November 1995, that gave FAA an exemption from acquisition laws and provided authority to create a flexible, more cost effective system. Guidance is focused on the acquisition management system, the life cycle acquisition process, the procurement system and process, and an acquisition work force learning system. Acquisitions are handled by integrated product teams, who provide support through all stages of the process.

EFFECTIVE DATE: April 1, 1996.

FOR FURTHER INFORMATION CONTACT: FAA Hotline number 202/267-7029.

SUPPLEMENTARY INFORMATION: Internet Home Page: http://www.faa.gov/asu/asu100/acq-reform/acq_home.htm

Background

The 1996 Department of Transportation Appropriations Act, Public Law 104-50, signed by the President on November 22, 1995,

required the FAA to "develop an acquisition management system that addresses the unique needs of the agency and, at a minimum, provides for more timely and cost-effective acquisitions of equipment and materials." FAA was directed to create this system "notwithstanding provisions of Federal acquisition law." A team of FAA employees designed a new system with input from industry, the aviation community, and other government agencies. The provisions in the FAA Acquisition Management System take effect on April 1, 1996. The information collection associated with this system is approved under OMB control number 2120-0595. This is an emergency clearance through June 30, 1996. The FAA will be accepting comments on this system until April 22 and submitting a request at that time for a three year clearance. When the clearance is received, the expiration date will be published in the Federal Register. Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

Issued in Washington, DC, on March 29, 1996.

Gilbert B. Devey, Jr.,

Deputy Director, Office of Acquisitions.

[FR Doc. 96-8245 Filed 4-1-96; 10:08 am]

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Federal Transit Administration

Transfer of Federally Assisted Land or Facility

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to transfer Federally assisted land or facility.

SUMMARY: The Federal Transit Laws permit the Administrator of the Federal Transit Administration (FTA) to authorize a recipient of FTA funds to transfer land or a facility to a public body for any public purpose with no further obligation to the Federal Government if, among other things, no Federal agency is interested in acquiring the asset for Federal use. Accordingly, FTA is issuing this Notice to advise Federal agencies that the Rochester-Genesee Regional Transportation Authority intends to transfer a parcel of land, located at 105 Barrington Street in Rochester, New York to the City of Rochester.

EFFECTIVE DATE: Any Federal agency interested in acquiring the land or facility must notify the FTA, Region II, of its interest, by May 6, 1996.

ADDRESSES: Interested parties should notify the Regional Office by writing the Federal Transit Administration, 26 Federal Plaza, Suite 2940, New York, NY 10278.

FOR FURTHER INFORMATION CONTACT: Hans Point Du Jour, FTA, Region II, 212-264-8162 or Ann Catlin, Office of Grants Management at 202/366-1647.

SUPPLEMENTARY INFORMATION:

Background

49 U.S.C. section 5334(g) (formerly, Section 12(k) of the FT Act, as amended) provides guidance on the transfer of capital assets. Specifically, if a recipient of FTA assistance determines that capital assets (including land) acquired, in whole or part, with such assistance are no longer needed for the purposes for which they were acquired, the Administrator may authorize the transfer of such assets to any public body to be used for any public purpose with no further obligation to the Federal Government.

Section 5334(g) Determinations

The provision also provides that before the FTA may authorize such a transfer, the FTA must first determine that:

(A) The asset being transferred will remain in public use for not less than 5 years after the date of the transfer;

(B) There are no purposes eligible for assistance under the Federal Transit Laws for which the asset should be used;

(C) The overall benefit of allowing the transfer outweighs the Federal Government interest in liquidation and return of the Federal financial interest in the asset, after consideration of fair market value and other factors; and

(D) In any case in which the asset is a facility or land, there is no interest in acquiring the asset for Federal use.

Federal Interest in Acquiring Land or Facility

This document implements the requirements of 49 U.S.C. section 5334(g)(1)(D). Accordingly, FTA hereby provides notice of the availability of the land or facility further described below. Any Federal agency interested in acquiring the affected land or facility should promptly notify the FTA.

If no Federal agency is interested in acquiring the existing land or facility, FTA will make certain that the other requirements specified in section 49 U.S.C. section 5334(g)(1) (A) through (C) are met before permitting the asset to be transferred.